

Prior Art

Fig. 2

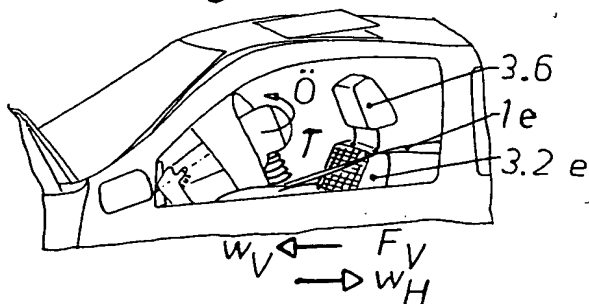


Fig. 1

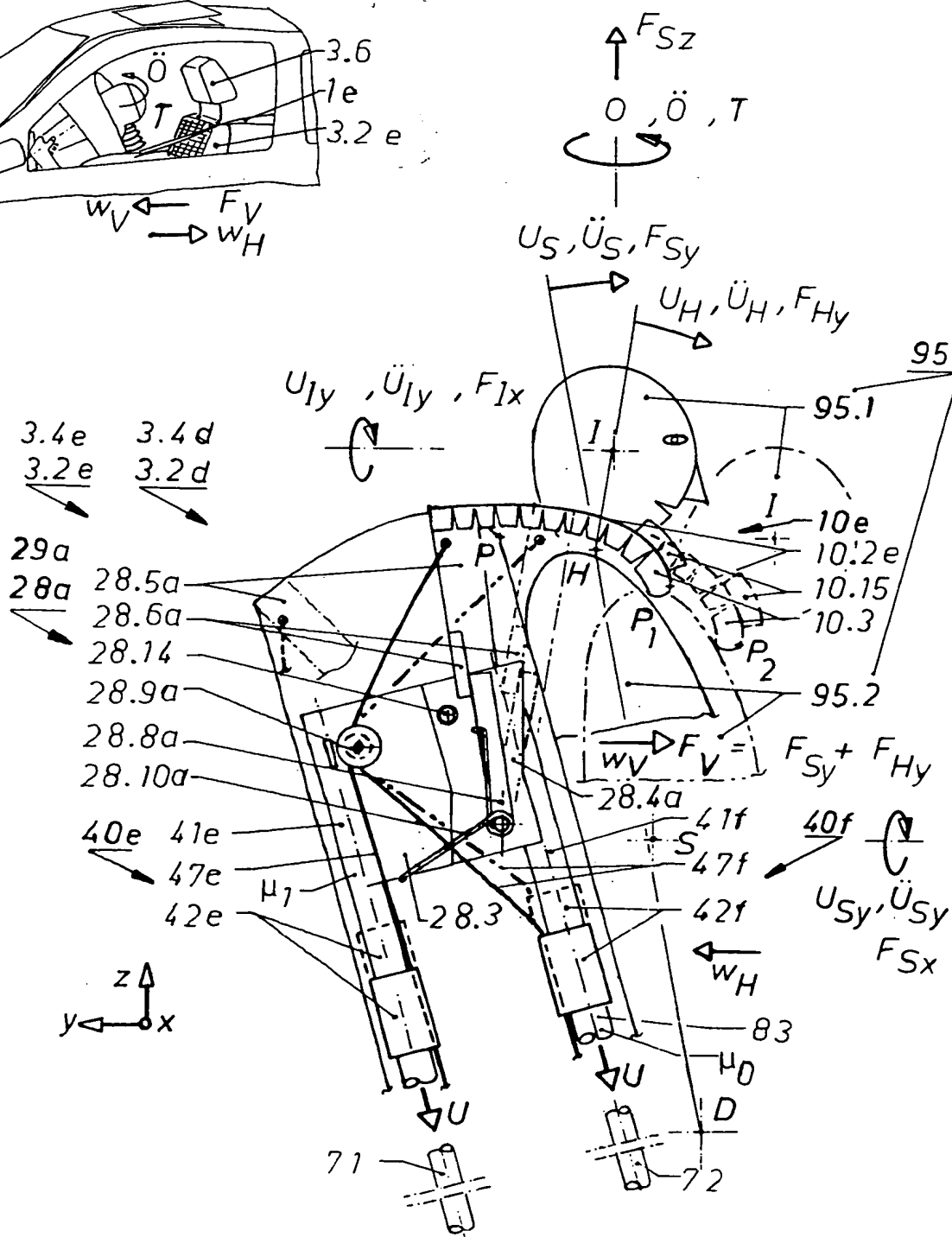


Table 1

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	MB E320	MB E200
driver/co-driver	229/269 HIC	1238/200(oM)
Head deceleration	38/44 g	83/35 (oM)
Head-inclined angle	5/30°	-/-
Chest deceleration	40/35 g	64/36 (oM)
Pelvis deceleration	43/50 g	50/49 (oM)
Femur-force	2200/1200 N	1480/2140
Seat-belt force	3000/3800 N	8220/8380
Airbag	67/150 litre	none

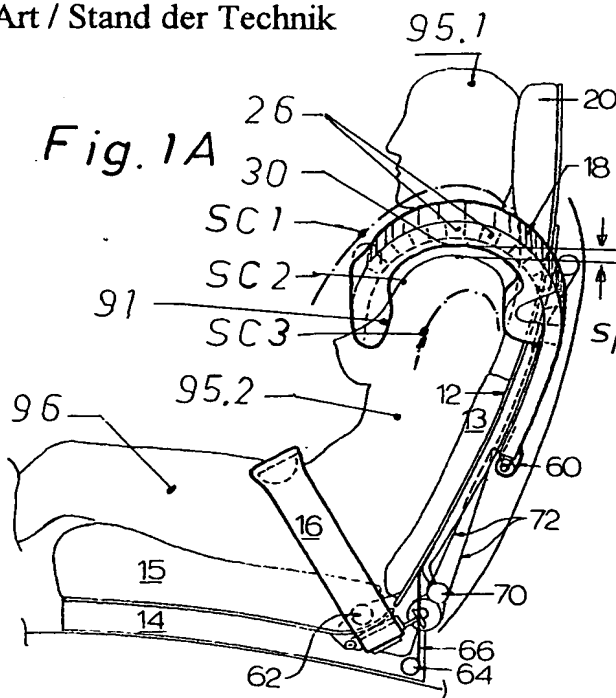
oM = I presume, that the test data is beyond the range.

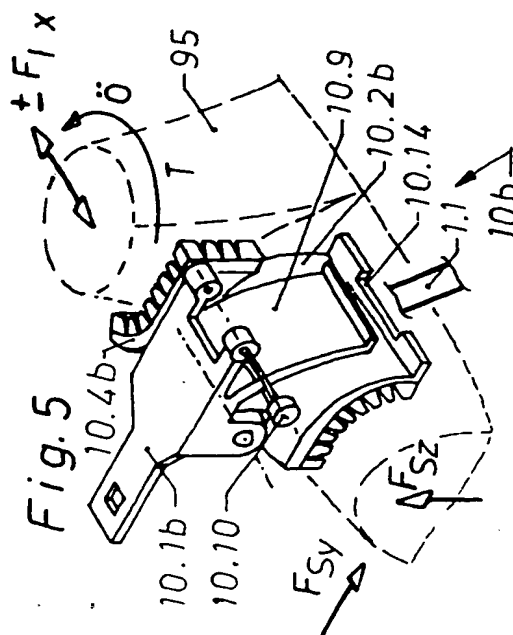
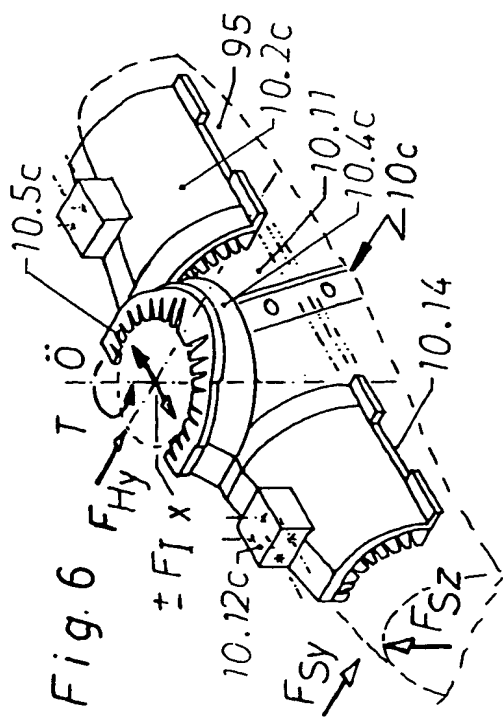
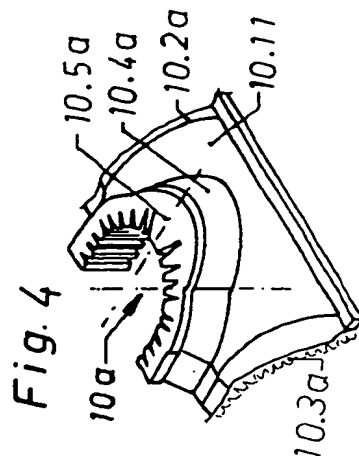
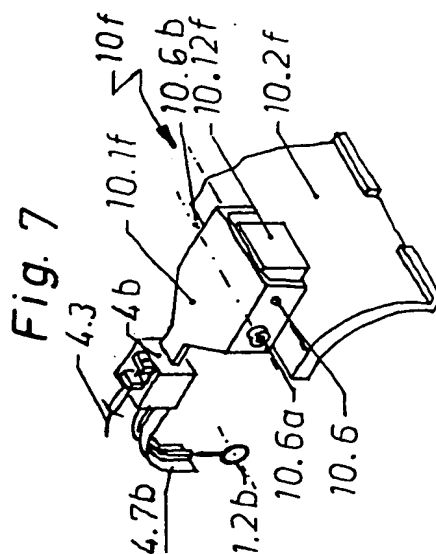
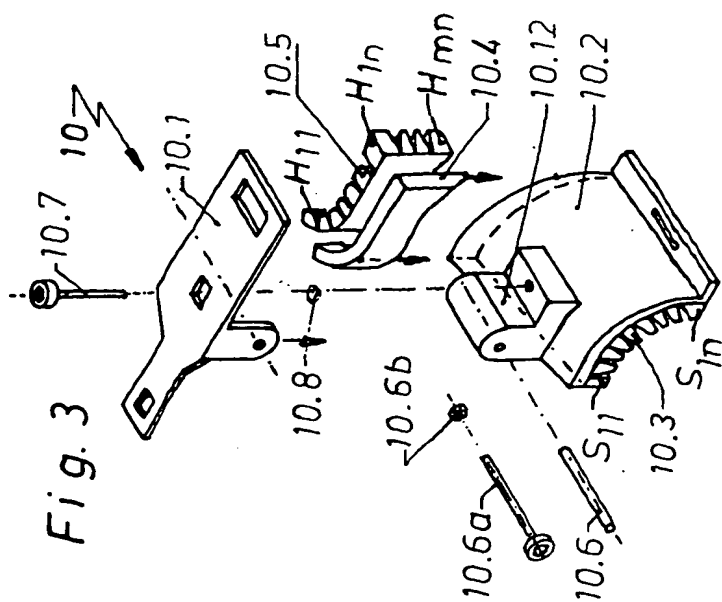
Table 2

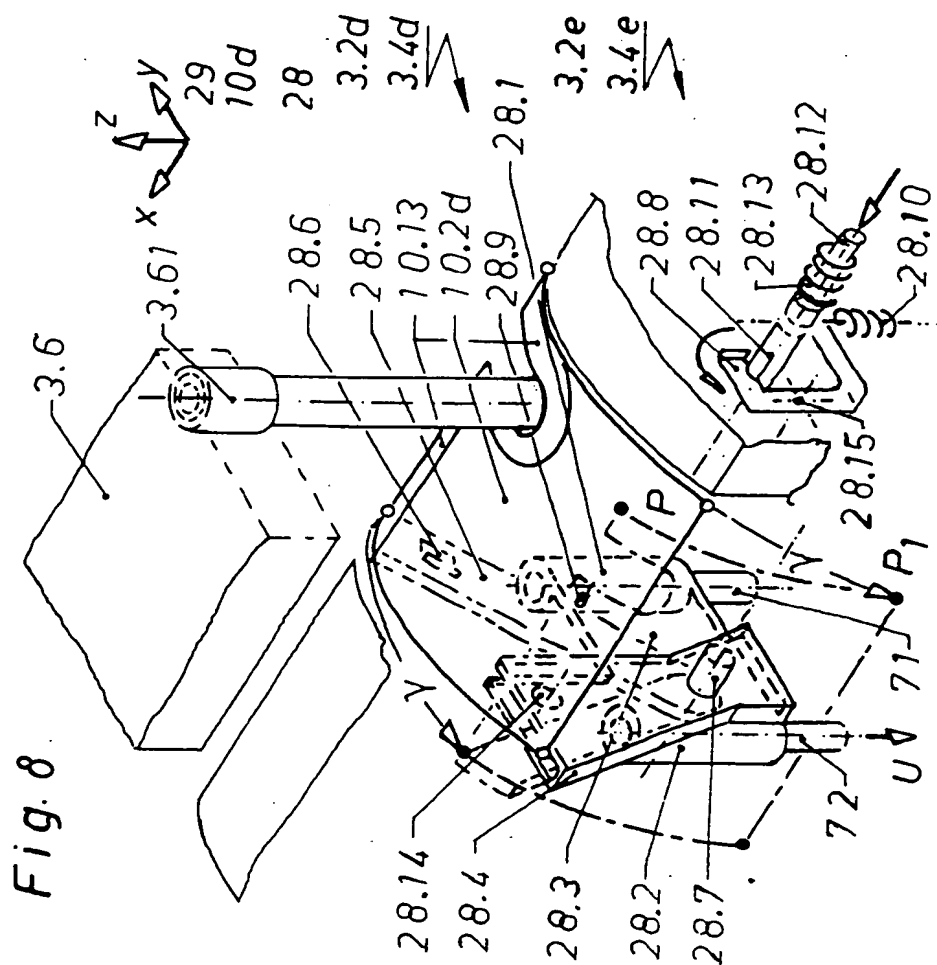
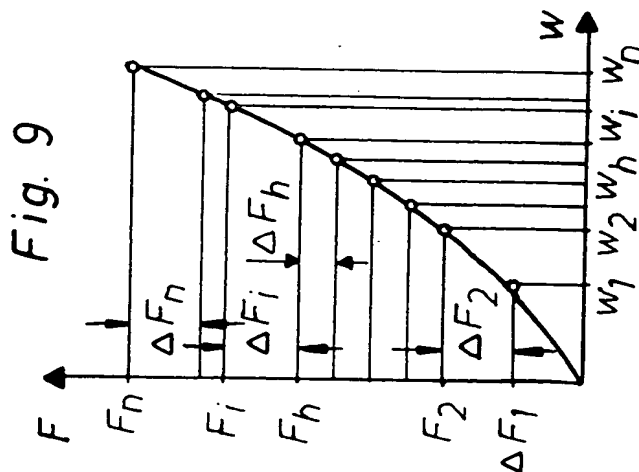
	yaw angle O of driver/co-driver
MB SLK®	100 / nR
MB 230E® % MB 230E®	40°

nR= no test result

Prior Art / Stand der Technik







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Fig. 10

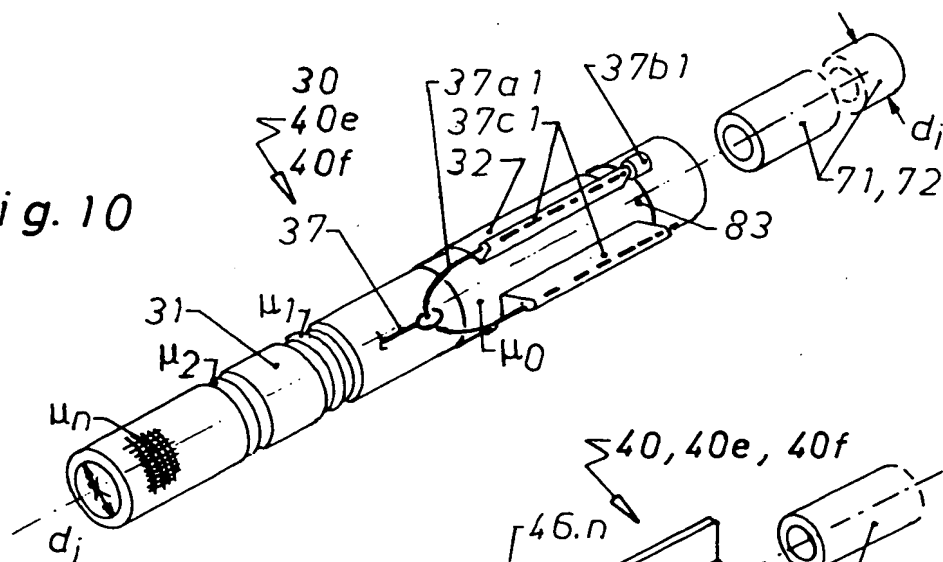


Fig. 11

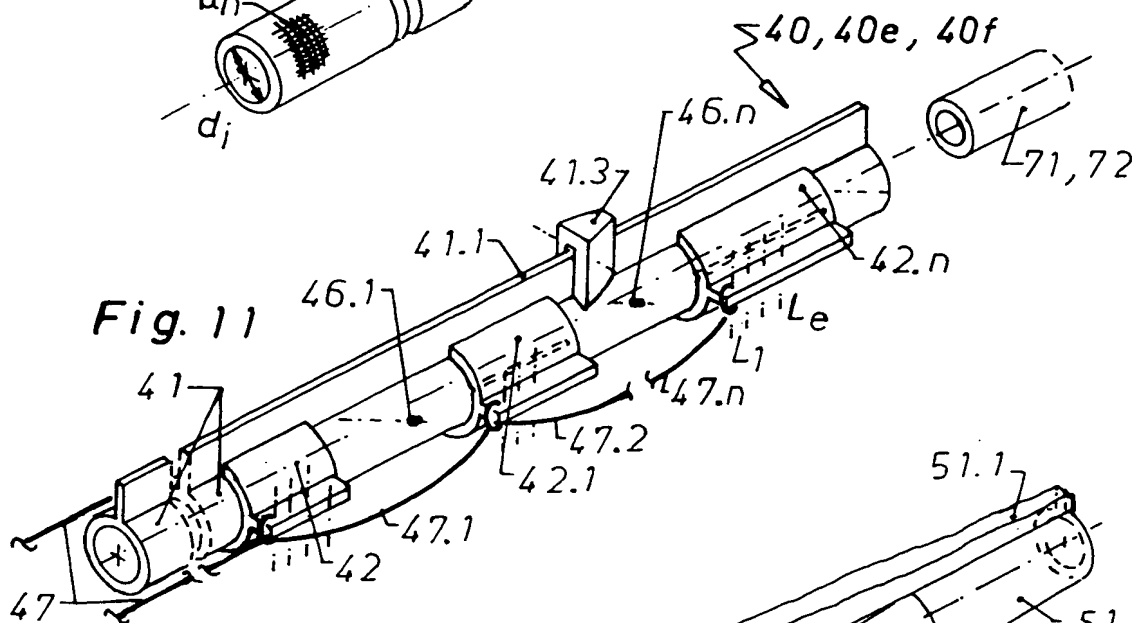


Fig. 12

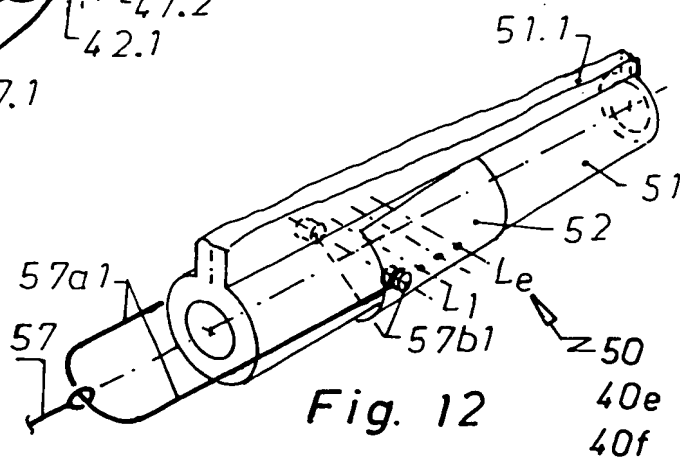
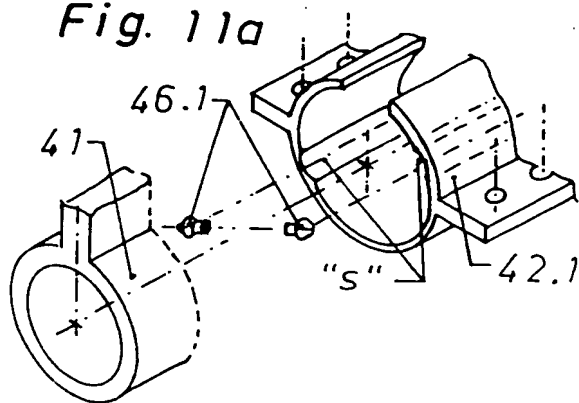


Fig. 11a



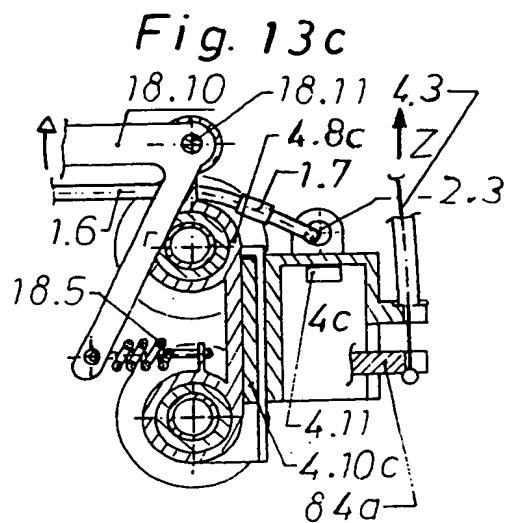
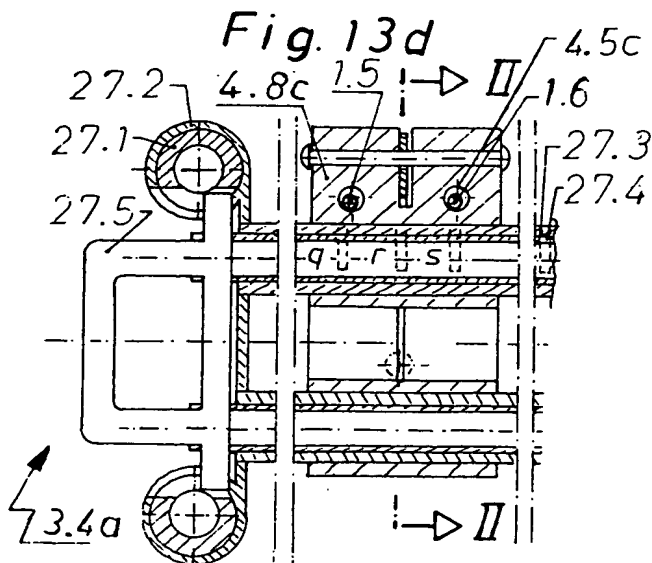
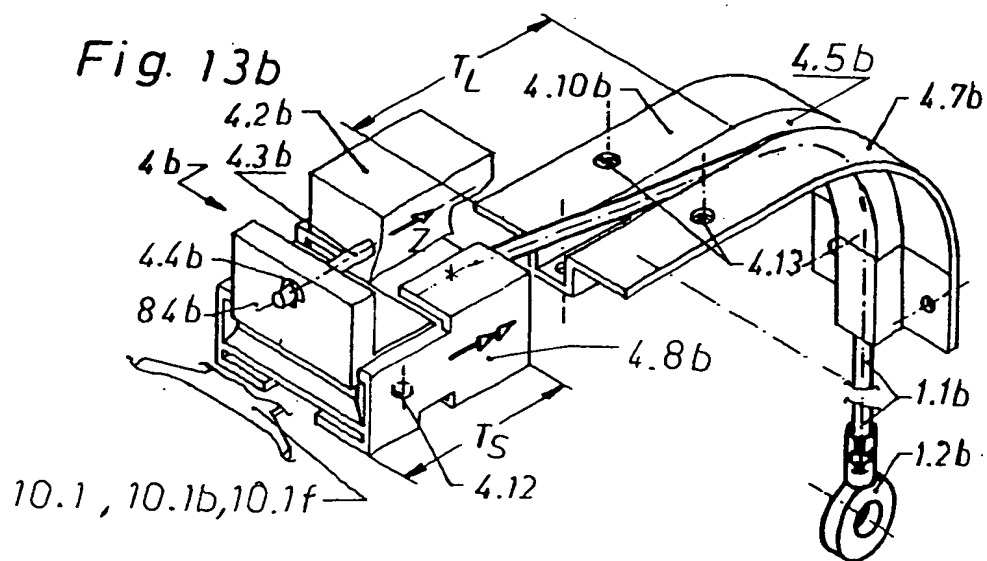
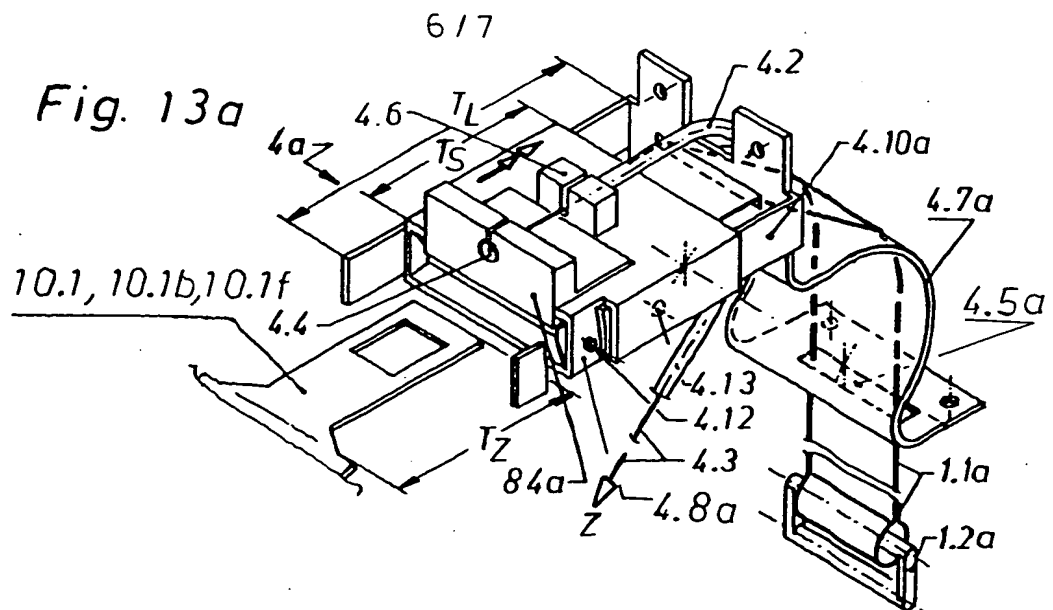


Fig. 14

